BUSINESS. Local discount rates were quoted at 4½ to 7 per cent on call and time loans. The clear-ances were \$6,876,333; balances, \$918,942. Do-mestic exchange was another as follows: mestic exchange was quoted as follows: New York, 10c discount bid, par asked; Chi-cago, 40c premium bid, 50c premium asked; Cincinnati, 10c discount bid, par asked; New

Orleans, 19c discount bid, par asked; Louis-ville. 10c discount bid, par asked. The local wheat market closed lower at 89% Sept., 71% Dec., 75% May, 70% Tie No. 2 red. Corn closed lower at 54% b. Sept., 56% a. Dec., 57% b. May, 55% No. 2 white. Oats closed at 25% Sept., 37% Dec., 38% May, 27% 38 No. 2. The local market for spot cotton closed

LOCAL AND SUBURBAN. and Mrs. William E. Moeller kept marriage a secret for nearly three

All of the passengers on the sunken steamer City of Clifton returned to St. Louis on steamer City of Chester. Caspar Damhorst, the soda manufacturer, died at Waukesha, Wis.

Sugar is selling at a premium on the lo-cal market, owing to the large crop of late

Drector General Buchanan of the Pan-American Exposition to act as adviser for the St. Louis World's Fair. United States Marshal Louis C. Boble was

threatened with oppression in office by Commissioner Gray when he refused to de-liver a prisoner for release on bond. Texas stands at the head of the list of visiting merchants.

An unidentified man attempted to burn the home of Mrs. Ross in Carondelet by throwing burning oil-soaked rags on the roof while she was watching him. May Cupples was held without bail for the death of Edward Alexander.

A Coroner's jury held that a defective

Four persons were injured in a collision on the Midland division of the Transit lines, through the negligence of a flagman, The absence of Father Power of the Church of the Immaculate Conception, who is said to be in Canada for his health, has caused much talk among his parishioners, who fear he may not return.

The conference committees of the House and Council are still unable to agree as to the time clause in the garbage-reduction

section of plastering, weighing 100 is, fell from the ceiling of a ward in the City Hospital, barely missing a pa-

the City Hospital, barely missing a pa-tient, who was in bed.

City officials and members of the Munici-pal Assembly indorse the plan for a bureau of statistics, advanced by President Phil-lips of the Board of Public Improvements. Jefferson Barracks will be an important station while the World's Fair is in prog-

WASHINGTON. Consul Stowe, just back from Cape Town, says there is a great demand in South Af-rica for American horses and mules.

GENERAL DOMESTIC. Broomcorn cutters refuse to work in the fields for \$1 a day and board, and have gone

Adjutant General Dameron, in a report to Governor Dockery on the Peirce City, Mo., lynchings, says that it is generally believed that had the Sheriff remained in the city instead of going to his home the occurrence could have been prevented.

The Big Four coal mines in Southeaster Kansas are employing guards, whom, it is said they will arm and place in stockades about the mines to protect nonunion work

Governor William J. Stone is recuperating from a recent illness at a fishing camp of the Meramec River.

E. C. Steele of Hartville, Mo., is dead He had served in the State Legislature for three terms, and as a delegate of the last Republican National Convention.

Reports that the Lucas gusher at Beau-mont had gone dry are denied. An acci-dent, it is claimed, has temporarily plugged Captain William M. Eads of Carrollto

lo., is dead. He had been prominent in the ffairs of Missouri for many years. Veterans of the Ninety-fourth Illinois Volunteer Infantry held a reunion yester-day at Bloomington. Only 100 of the origi-nal regiment survive.

Professor W. Trelease of St. Louis has been made chairman of a committee ap-pointed by the American Association for the Advancement of Science to inquire into the charge that the herbarium at Washington

The American Forestry Association con-cluded its session at Denver yesterday and

The triennial conclave of the Knights Templars at Louisville ended yesterday. The next conclave will be held in San Francisco in 1994.

The Chicago Board of Trade will close to-day until next Tuesday on account of Labor Day.

er Corn King Phillips of Chicago has formed a new commission company and will go into business again. Secretary of War Root is ill and has been

forced to take a rest at his summer home. The Smith family of Oklahoma will hold a reunion and form an organization. Heavy snow fell at Alpine Pass, Colo., yesterday, followed by sleet and rain. The Weather Bureau officials concluded their arnual session at Milwaukee yester-

Confederate veterans of Texas, in annual cunion at Greenville, are addressed by heir former commanders.

Thousand of Texas farmers gather at old-fashioned barbecue and picnic.
Chilicothe woman reported the death of her child, and funeral preparations were un-der way, the little one having been garbed in a shroud, when signs of life were discov-ered in the supposed corpse. The child may fully recover.

RAILROADS.

The Santa Fe system proper will be operated in two grand divisions under two The Santa Fe is said to have purchased the Kansas Southwestern line

The Northern Pacific will build two steam-The Northwestern has filed new article of incorporation in Nebraska.

R. D. Sterne has been appointed travelin reight agent of the Santa Fe at St. Louis W. L. Darling has been appointed chief agineer of the Northern Pacific.

The State commissions of Missouri and Kansas will meet to hear complaints of live

stock men.

The Wabash has received the first of its order of forty large passenger locomotives. SPORTING.

At Anna, Ill., during a race, one of the horses fell, breaking his neck and killing his rider. Winners at Kinloch yesterday were: Joe

Collins, Hop Scotch, Lord Quex, Chorus Boy and The Four Hundred. Winners at Delmar Park races yesterday were: Aleda, Aurea, Huntressa, Wissendine, Zarei and Four Leaf C.

Eastern turfmen are speculating as to the chances of the several maidens who will start in the Futurity. It is believed that unless another surprise occurs, like that of Ballyhoo Bey's victory last year, Nasturtium will win the great stakes.

New York, Aug. 29.-Arrived: Germanic

New York, Aug. 29.—Arrived: Germanic, from Liverpool.
Plymouth, Aug. 29.—Arrived: Columbia, from New York for Hamburg.
Hong-Kong, Aug. 29.—Arrived previously, Braemer, Tacoms: via Vladivostok, etc.
Gibraltar, Aug. 29.—Arrived: Aller, New York for Naples and Genoa,
Cherbourg, Aug. 28.—Sailed: Kaiserin Maria Theresia (from Bremen and Bouth-hampton to New York).
London, Aug. 28.—Sailed: Marquette, New York,

Philadelphia; Ang. 29.—Salled: Fuerst Bis-from Liverpool).

New York, Aug. 29.—Salled: Fuerst Bis-marck, Hamburg, via Plymouth and Cher-bourg; L'Aquitaine, Havre; Grosser Kur-furst, Bramen, via Southampton; Gara,

DECATUR'S CARNEGIE LIBRARY BUILDING.



It was designed by St. Louis architects. The building is to cost sixty thousand dollars and will have space provided for fifty thousand volumes.

REPUBLIC SPECIAL Decatur, Ill., Aug. 29.-The design for the

The building will be of classical design, | storerooms, blcycle-room and so on 98x64 feet in size. On the first floor will be new public library building given to De- a large delivery-room, reference-room, catur, Ill., by Andrew Carnegie has just reading-room, children's room, study-rooms, been completed by Mauran, Russell & Gar- librarian's office and cataloguer's room. den, St. Louis architects. The building will On the second floor will be a cost \$60,000, the amount of the gift. It will large classroom, a directors' room be located on a lot 180 feet square, near the business center of the city. Great old forest brary grows. In the basement will be the beating plant, rooms for the library staff, Barnes secretary.

The building will be of terra cotta as brick, or of terra cotta alone, this to be determined after the total cost of different materials is shown by the bids. The building will have room for books. The library now has 20,000,

INSURGENTS IN VENEZUELA MAKING IMPORTANT GAINS.

President Castro Has Failed to Secure Expected Support From Ecuador and Nicaragua and Is Unable to Control the Insurrection -Persistent Fighting Reported in the Panama District.

GENERAL GARBIRAS CONTROLS ONE VENEZUELAN PROVINCE. MOTORMAN IS EXONERATED.

Ecuador.

REPUBLIC SPECIAL Washington, Aug. 29.-Mail advices from South America show that conditions in Venezuela are worse than the censore press dispatches would indicate.

The insurgents are developing much strength, and are giving President Castro a great deal of trouble. The Govern ment troops have not always been as suc cessful in their encounters with the insurgents as dispatches sent out from Ca-racas have represented. It may be that President Castro will have all he can attend to at home without undertaking to invade Colombia. Ecuador will not suppor President Castro. This is made plain by news from two sources to-day.

Acting Secretary of State Adee received Quito, Ecuador, saying that there was con siderable unrest and some disturbances in Ecuador, growing out of the political ex citement incident to the approaching pres dential election. He did not connect these fisturbances in any way with any designs upon Colombia

At the Colombian Legation to-day, Min- Pachura.

ister Silva received a letter from a high official of Colombia, at present in Quito, in which he was informed that the Government of Ecuador, which at one time was participating in negotiations looking to a joint movement by Ecuador, Venezuela and Nicaragua against Colombia, had with-

was no longer any danger of trouble with

Minister Silva also had letters to-day lescribing the situation in Venezuela. His correspondents say that no reliance can be placed on the censored telegrams; that there are uprisings against Castro all over the country, and that the situation is very critical. According to these letters, General Garbiras, the leader of the insurgents. who organized on the Colombian side of the border, and who invaded Venezuela, was not totally defeated, as represented by the press dispatches from Caracas. It is said that, while he was repulsed, he is still in the field at the head of a formidable force and is giving the Government forces a great deal of trouble and controls the Province of

PERMANENT MEXICAN EXHIBIT MAY BE PLACED IN ST. LOUIS,

American Manufacturers Arranging to Display Their Products in Mexico City and Mexican Merchants Will Exhibit Their Wares in the United States-Strong Effort Will Be Made to Divert Trade Now Going to Europe.

PLANNED. IMPROVED STEAMSHIP TRANSPORTATION IS

Washington, Aug. 23.—A movement is on foot in the City of Mexico to establish a anent display of the goods of American manufacturers and at the same time to place in at least one of the great cities of the United States a similar permanent display of the products of Mexico. By this neans it is believed that not only would the importation of goods from the United States be greatly increased, but that much of the trade which is now controlled by European manufacturers can be diverted Mexican merchants and people have be come so used to purchasing goods of Euro pean make that they never think of lookng at those from the United States. America. to the minds of most of them is a place from which to get electrical inventions, few staple articles and machinery. Look to Europe for Supplies.

cutlery, crockery and the thousand and on things which are needed there, but are not made in that country, the merchant look to the European manufacturer. Even in to the European manufacturer. Even in iron and steel casting and heavy mining machinery the Krupps of Germany do an immense business, in spite of their disadvantage in the matter of transportation. Some of the American merchants are waking up to the chances which exist for them and the permanent exhibit is being talked of and seriously considered. It would not necessitate any great expense and it would be a constant object lesson to the Mexicans be a constant object lesson to the Mexicans of what they can get from their neighbor on the north. Many of them who have been or what they can get from their neighbor on the north. Many of them who have been approached and questioned as to the practi-cability and probable success of such an enterprise have favored it, and the United States manufacturers to whom the subject has been broached are also well inclined. Railroad men, too, are confident that great good would come from such a thing for the good would come from such a thing for th

But for silks, woolens, clothes of all kinds

When the Mexican merchants heard of the plan they proposed that it be made re-ciprocal. It was not seen how this could well be done, so now the Mexicans are preciprocal. It was not seen how this could well be done, so now the Mexicans are preparing to get up a display for themselves, which they will establish in at least one American city, and probably in more. The city where the first permanent exhibit will be placed will undoubtedly be St. Louis, as the manufacturers there cater more to the Mexican trade than do those of any other part of the country. If two exhibits are established the second will be in New York.

The Mexican Lloyd Trading and Transport Company has obtained a concession from the Mexican Government to run a line of steamers from Atlantic ports in the United States to Mexican ports, the vessels of the company to make two complete round-trip passasses every month.

Will Carry Malls Free.

The company will begin by running its vessels from Baltimore and the representatives of it say they will soon be in a position to make more than the two monthly trips required by the terms of the conces-

sion. Besides the regular service required of it, the company binds itself to carry the mails to and from all points at which its vessels stop free of charge. To superintend the handling of the mails an agent will be appointed by the Government, for whom the steamship company is to provide free transportation, cabin and meals. In ex-change for these things the Government promises that the company's vessels shall be given immediate dispatch at the various custom-houses, and may load and unload at all hours of the day and night. The company has also the special right to run a steamer direct from any American

port to Coatzacoalcos, to facilitate traffic across the Isthmus of Panama. In addition the company's steamers will be exempt from the payment of tonnage dues and from all Federal and municipal taxes, except the stamo tax.
Free Freight for Government.

The Government further agrees that dur-ing the five years of the concession if it shall grant another concession at any better terms to any other company, the present company shall be given all the advantages company shall be given all the advantages enjoyed by the new one. In return for this the company agrees to carry on each steamer on each trip ten tons of freight free for the Mexican Government.

In all matters connected with the concession the members of the company are to be regarded as Mexicans, so that there can be no question of foreign intervention, diplomatically or otherwise, should the company get into trouble or disagree with the Government.

NEW SWITCH-SHIFTING DEVICE.

Satisfactory Results Being Obtained by Transit Company.

For three days the St. Louis Transit Company has been giving a practical trial to an automatic electric switch-turning device at Eighteenth street and Washington

device at Eighteenth street and Washington avenue. The device, which switches Compton Heights and Park avenue cars south and allows other cars to go west, has attracted much notice, and Transit Company officers and motormen say that the invention is successful. It does away with the use of a switch bar.

R. G. Cheatham of Louisville, Ky., is the inventor. He states that the first trial of his device was given in Louisville, and that eighteen of the appliances are now in use in that city.

The invention is simple. East of the switch a pan-shaped apparatus is attached to the trolley wire. Westbound cars cross this pan without power turned on. Southbound cars use a small amount of current. This difference varies the current carried through wires which connect the pan with a spring that controls the switch. The varying current is so used that in one case the switch is turned to the left, and in the other case is turned to the right.

A. D. Crow, road officer of the Transit Company, said yesterday that the switch had not failed to work properly since it had been installed.

SAYS THE FENDER WAS DEFECTIVE.

Coroner's Jury Holds Transit Company Responsible for Death of Morris Cytron.

General Superintendent Grant Is Released on Bond in Lacey Case-Hearing Set for September 12.

· VERDICT OF CORONER'S JURY.

We, the jury, find that the de ceased, Morris Cytron, came to his death on the 27th day of August,
1961, at Ninth and Biddle streets as a 1961, at Ninth and Biddle streets, as a result of shock and injuries due to
 his being struck and run over by car 551, Cherokee division, St. Louis Transit Company, at the time and place above mentioned; that the aforesaid car was in charge of Motor. aforesaid car was in charge of Motorman John D. Davidson; that the said

............... The Coroner's jury in the case of Morris Cytron, S years old, who was killed by a Cherokee car at Ninth and Biddle streets Tuesday, returned a verdict yesterday releasing the motorman and conductor, and holding the St. Louis Transit Company reholding the St. Louis Transit Company responsible for its failure to provide the car with the proper life-saving apparatus.

Several witnesses testified yesterday. All of them agreed that John Davidson, the motorman, did his best to stop the car, but, though it was not running at an unlawful speed, he failed to avert the accident. Others said that the fender failed to act, letting the boy roll under it, in front of the wheels, which severed his body.

Davidson and Conductor Charles G. Eyster were not present at the continuation of the hearing yesterday. They gave bond to answer any charge which might be preferred, and were released. The bonds will hold them until the case has been passed upon by Assistant Prosecuting Attorney Johnson.

John Grant, general superintendent of the

Johnson.

John Grant, general superintendent of the Transit Company, and Motorman William J. Mitchell, who are jointly charged with manslaughter for the killing of Mrs. Lacey at Goodfellow and Easton avenues, were arraigned in the Court of Criminal Correction yesterday morning. Their case was set for preliminary hearing September 12. They were promptly released on \$1.500 bonds, signed by Murray Carleton, president of the Transit Company, and Morton Jourdan, the attorney for the Transit Company.

OBJECT TO BRITISH METHODS IN AMERICA.

Colorado Ranchmen Destroy Property of Englishman Who Killed a Poacher.

REPUBLIC SPECIAL

Denver, Colo., Aug. 29.-Inspired by antagonism to the English method of keeping guards on his extensive property to prevent poaching, and this spirit being greatly intensified by the killing of a ranchman for fishing in the forbidden waters a month

intensified by the killing of a ranchman for fishing in the forbidden waters a month ago, a mob has destroyed practically the entire establishment belonging to William Radeliffe, an Englishman, at the Grand Mesa Lakes, north of Delta.

The last act of depredation was committed on Sunday morning, when thirty armed cowboys set fire to the large fish hatchery, the only remaining building on the grounds. When the mob took its first stee, Mr. Radeliffe appealed to the Governor for troops to protect his property, and also laid the case before the British Consul here. When Mr. Radeliffe first purchased the property he stocked the waters with fish and the wood with game and installed several guards to prevent depredations. The natives bitterly opposed the innovation, and insisted that they had the right to fish and hunt where they pleased.

After repeated warnings one of the guards shot and killed a ranchman, whom he found fishing in a lake on the property. Vengeance was vowed by the neighborhood residents and the guards sought safety in flight, leaving only one or two caretakers.

About a month ago, the large house on the place was burned. This is what caused Mr. Radeliffe, who was away at the time, to ask for protection. Soon after other portions of the property were destroyed, and the ranchmen declared they would not rest until the whole place was wiped out. The Governor is investigating the affair.

BUFFALO—The National Association of Bankruptcy Referees yesterday elected the following officers: President, Thomas A. Crittendon of Kansas City, Mo.; first vice president, D. Floyd Jones, Milwaukee; sec-retary-treasurer, Royal A. Gunnison, Bing-hamion

SAFE RETURN OF CLIFTON SURVIVORS.

Relatives and Friends Greeted the Excursionists Upon City of Chester's Arrival.

PASSENGERS WERE CHEERFUL.

Cargo of Lumber and Peanuts Washed Away From Sunken Steamer-All the Personal Baggage Was Saved.

Hysterical relatives and friends of the surdvors of the sunken steamer City of Clifton awaited the arrival of the City of Chester yesterday morning at the wharfs of the St Louis and Tennessee River Packet Company. The Chester had on board the pas engers of the Clifton, which struck a snag and sunk off Landing Seventy-Six, about 100 miles below St. Louis, Wednesday afteroon, a few miles from the wreck of the City of Paducah.

The cheerful appearance of the safely returned excursionists relieved the anxious watchers, and the tale of the wreck imme diately became the topic of interest in near ly fifty St. Louis homes. No one was pros trated from the effects of the experience All walked off the Chester and soon were in the midst of admiring friends at their

The story of the sinking of the Clifton gathered from the accounts of the passen-gers who were seen for The Republic is that the steamer was making good head-way up stream for St. Louis after a trip of eight days along the Tennessee River. Sh struck the obstruction in the main channel without warning. A vibration that ran through her timbers was the only percepti-

ble shock. Then the terrible fear that comes from the distinct settling of a vessel in water seized the passengers. Some of them were sleeping at the mo-ment of the shock. They were awakened and joined their friends on the second deck, where most of the passengers were assem-bled to enjoy the river scenery. Captain R. W. McCoy, master of the steamer, relieved W. McCoy, master of the steamer, reneved the dread by appearing at once, and in a speech informing every one on board of the exact situation. The boat was on the bot-tom of the river and there was nothing else to do, he said, but walt for rescue. This came a few hours later when the City of Chester passed the disabled sister craft and removed the human part of her cargo. She arrived in the city at 11 o'clock yesterday morning with all of the Clifton's passenger

Passengers' Baggage Saved.

Ail of the luggage aboard the steamer, which belonged to the passengers, was saved without damage, as the staterooms on the second deck did not go below the water. It was transferred to the Chester. Nearly 200,000 pounds of lumber and 100,000 pounds of peanuts which she was conveying to St. Louis were lost. The insurance on the boat and its contents is expected to over all losses.

"I have told about the wreck a hundred times since my arrival this morning," said Miss Fannie Flori of No. 1819 Cora avenue, who was a passenger on the Clifton, with Miss Eugenia Chevralot of No. 4115 Pleas-ant street. "I was sitting on the main with friends at the moment that the deck with friends at the was hard enough to cause me to topple from my seat on the deck. Several mothers with their children frightened the little ones by scream-ing. The children caused fright among the older passengers. "I remembered that Miss Chevralot was

man John D. Davidson; that the said
car was equipped with a defective
fender at the time of the death of
the said Morris Cytron; that the
handbrake was inadequate to stop
the car on account of the weight of
the car; that the said Transit Company was culpably negligent in not
having the car better equipped with
life-saving apparatus.

"I remembered that Miss Chevralot was
asleep in our stateroom below and hastened
there to awaken her. She was sixting up
in the berth, rubbing her eyes, and asking
why I had pushed her. I told her that the
boat was sinking. She grabbed a few
things and hurried on deck, where Captain
McCoy was assuring the passengers that
everything was all right. We spent the rest
of the time in eating a very good dinner
and making fun of the situation, until the
arrival of the Chester."
Doctor Louis Rassieur, assistant superin-

Doctor Louis Rassieur, assistant superintendent of the City Hospital, and Doctor Roland Hill of No. 449 Delmar avenue were convenient passengers. Their services were needed to revive several ladies, who promptly fainted when the boat struck. Doctor Rassieur said that every one on the deck was badly scared when the prow encountered the snag. The boat shook from end

"The belief that we were in deep water." said the physician. "caused most of the alarm, but just as soon as the captain told us that it could not sink any lower, every one got over the nervousness and proceede to make the most of the situation.

Shock Caused Nervousness. Miss Sarah Hammond of No. 4640 West Belle place, and her companion, Mrs. Ida Music of No. 4115 Farlin avenue were sitting in the extreme prow of the steamer when her nose butted into the hidden obstruction They were thrown from their advanced position back on the deck. The jar was a disagreeable sensation for Miss Hammond and she was feeling its effects when a visit was made to her home. The young lady had

taken to her room.

Mrs. F. L. Wetzel of No. 5237 Ridge avenue and her three children were on the boat. The children were greatly frightened by the accident, and the mother had a dif-ficult time in comforting them. Frederick W. Loffhagen and his two daughters of No. 1717 Morgan street were passengers. The young ladies behaved with admirable presence of mind. They ran below to their staterooms and carried everything of value to the deck.

to the deck.

Other passengers on the boat were Miss
Maggle Sullivan of No. 4000 North Twentyfifth gireet, Mrs. J. H. Price and child of
Belleville; Alkan Walsh of the law firm of
Althelmer & Young, St. Louis, Mr. Walsh Althelmer & Young, St. Louis, Mr. Walsh was accompanied by his wife and child, and the daughters of Senator Killam of Lincoln County, Missouri, all of whom were making the round trip from Paducah. Miss Mae C. Atkinson of O'Fallon, III., was another passenger. Miss Killane, Miss Mamie Koch, Mrs. Montgomery and three children, E. F. Hayes and wife, Misses Mary and M. Klockner, Misses L. and M. Hicks and George Fitch of Galve, III. Doctor Rassieur Reintes Incidents.

Doctor Louis Rassieur tells some amusing incidents. He was asleep when the bout struck the snag, but was awakened by the accident. He ran at once to the deck. accident. He ran at once to the deck.
"I didn't know whether we were going to
be drowned or not, and apparently nobody
else did. I remember talking with another
passenger as to the possibility of swimming ashore. We decided that we couldn't
make it and were puzzling our wits to think
up a beter mode of escape, when the captain told us that there was no further dan-

ger.
One man had two cases of beer with him. When the boat struck and seemed to be sinking, he became anxious about that beer, and ran down to the cabin to get it.
He carried up both cases in successive trips. When it was apparent that nobody was in immediate danger, he insisted on everybody drinking of his beer to 'quiet the

everybody drinking of his beer to 'quiet the nerves,' as he put it.
"One negro, a guitar player, was on the upper deck when the boat struck. There was a targe alongside, but the deck of this was fully 30 feet below the Clifton's upper deck. The negro recklessly made the jump, hower. It seemed as if he should have broken both legs, but the only thing to suffer was the guitar."

SAN FRANCISCO, CAL.—Brigadier General Grant will sall on the transport Sheridan to-morrow for Manlia. The naval hespital ship Belace arrived to-day from Manlia, via Gudm and Honolulu. The vessel brought a number of passengers, among them the wives and children of naval officers.



JUST OPENED.

Windows.

"Manhattan" Shirts (plaited bosoms), \$1.50 "Manhattan" Shirts (shield bosoms), \$1.50 Fall Style Imperial Scarf..... 50c Fall Styles Four-in-Hand Scarfs 500

BROWNING, KING & CO., and Pine.

FOUR INJURED IN **HEAD-ON COLLISION**

Flagman's Error Causes Serious Accident on Transit Company's Midland Division.

> THE INJURED. MRS. J. B. BROUSTER of Ascalon, Interna

FRED BRUNS, 25 years old and single, living at No. 3% Market street, compound fracture of the left leg and cuts about face and head; seri-

MRS. EMMA KLAUS of Pattonville, left leg F. A. MAXEY, conductor St. Louis Transit any, left wrist sprained and cuts on the

Four persons were injured in a head-end collision of two street cars on the Midland division of the St. Louis Transit Company yesterday morning at 9:30 o'clock on Page evenue, just west of Hazel Hill.

The westbound car, No. 2034, in charge of Conductor Decker and Motorman Hottell, had just rounded the curve on Page ave nue when it crashed into car No. 2014 in charge of Conductor Maxey and Motorma Charles Carlton. The motormen reversed their levers and then leaped from the cars just in time to save their lives. Mrs Brouster, who was perhaps the most seri ously injured of any of the passengers, was sitting in the front end of the eastbound car when the collision occurred. She was scious for several hours. Her hus band, who is a County Judge, was telephoned for in Clayton and met her at De Baliviere avenue and drove her in a carringe to the residence of Doctor H. T. Randle in Clayton.

Mrs. Klaus was setn to her home in Pat tonville and Bruns was taken to St. John's Hospital, where his injuries were dressed by Doctors Farmer and Davis, Transit Company physicians,

The line on Page avenue, where the accident occurred is being repaired, thereby necessitating the use of a single track for a distance of about one mile. Flagmer that is being repaired to signal the crew when the track was supposed to be clear. The flagmen got their orders mixed yester day. The cars run at the rate of about

BOY PROBABLY FATALLY HURT.

Charles Budt Struck by Street Car -Other Accidents.

Injuries which may prove fatal were su tained last night by August Budt, 1 years old, son of Charles Budt of No. 236 South Thirteenth street by being struck by a Sixth street car near the corner of Thirteenth and Pestalozzi streets, child was internally injured, suffered a frac-

Thirteenth and Pestalozzi streets. The child was internally injured, suffered a fracture of the nose and was also cut and bruised on the face and body.

The little fellow was crossing the tracks when the car struck him. He was attended by Doctor Schramm, No. 268 South Eighteenth street.

W. A. Carter, a farmer, living in Texas County, Missouri, while alighting from a car at Third street and Washington avenue yesterday morning, fell and sustained a fracture of the right hip. He was removed to the City Hospital.

A Broadway car yesterday morning ran into an ice wagon, owned by Joseph Breise, at Bremen avenue and so injured the horse that the animal had to be killed. The wagon was wracked. Fred Brandt, the driver, living at No. 9il Bremen avenue, jumped and escaped injury.

At Grand and Finney avenues yesterday morning a Delmar avenue car collided with a runabout driven by Edward McCormack, demolishing the vehicle. The driver escaped injury by jumping.

Lawrence Franz of No. 525 South Broadway and Oliver G. Sallee of No. 5510 Pennsyivania avenue were driving in a spring wagon Stein street at the intersection of Michigan avenue yesterday afternoon, when a Beilefontaine car ran into the wagon, smashing it to pieces and pitching them into the street.

Frang's hand was lacerated and he was

smashing it to pieces and pitching them into the street.

Franz's hand was lacerated and he was bruised about the body. Salee was bruised and irjured internally. He is 71 years old. On account of his age, Doctor Richter of No. 7412 Michigan avenue, who attended him, is fearful lest the injuries may result fatally. The Beliefontaine car was in charge of Motorman William A. Singleton.

DEER LEAPS FROM CLIFF INTO OCEAN.

Remarkable Method of Escape Chosen by a Giant Buck in California.

San Francisco, Cal., Aug. 29.-Stenog rapher Frank Vernon of this city had a most exciting experience while deer hunting on the north end of the Point Reyes Sportsmen's Club grounds. George Smith, who was Vernon's shooting partner, tells the following story of the chase:

"While hunting through that part of the club preserve which skirts the ocean, the dogs jumped one of the largest bucks I ever saw. After a hot run of a mile or more through aimost impenetrable guiches, the buck took to the open and headed for the ocean with the hounds in close pursuit.

"To my great surprise, the deer, instead of taking to the heavy cover again, as I expected, ran directly out on a steep clift and leaped into the ocean from a height of fully sixty feet. We watched it swim out to sea and return to a point half a mile from the place whence it took the wenderful leap. "While hunting through that part of the leap.
"With the exception of a deer, I don't believe that there is another animal that could make this same leap and escape death."

Democratic Candidate for Marshal Democratic Candidate for Marshal. REPUBLIC SPECIAL.

Lamonte, Mo., August 23.—At a Democratic caucus held here this evening A. J. McMillin was nominated as the party candidate for City Marshal, to succeed I. A. Shephard, resigned. The election will be held September 3.

BACK-NOBLE.



TEMPERANCE PEOPLE WILL RUN A SALOON

Expect to Sell Drinks at Cost and Drive a Liquor Dealer Out of Business.

REPUBLIC SPECIAL

Nashville, Tenn., Aug. 29.-James Frost has appeared at Dickson, Tenn., to engage in the saloon business. His place is being decorated and furnished. Visions of mixed drinks and staggering men caused consternation among the good people of the town They are now organizing a stock co composed of 100 leading citizens, with the intention of opening up an opposition saloon. At this liquor shop an expert barcost, taking all profit from the traffic, which, they claim, will drive Frost out of

business and rid the town of liquor traffic. The liquor war preparations are attract-ing no end of attention, because the best and most religious people in the community will engage in the liquor business. Under the laws enacted by the last Legi aloon can be legally opened at Dickson,

BUCHANAN TO SERVE IN THE CAPACITY OF ADVISER.

Continued From Page One.

Exposition Company to meet the Commis-sioners as soon as possible after they are

SUGGEST STIERINGER'S NAME FOR ELECRICAL ENGINEER.

A number of agencies, including Thomas A. Edison, are pushing Luther Stieringer, electrical engineer at the Buffalo Exposition, forward for the same place at St. Louis. The Committee on Electricity and Electrical Appliances has, through its chairman, J. E. Smith, conferred with Mr. Stieringer, and it is not unlikely that he will be superintendent of that committee. The Western Electrician of Chicago says: "In a superintendent of that committee. The Western Electrician of Chicago says: "In a recent interview Thomas A. Edison said that he thought St. Louis would have a finer illumination than Buffalo, especially if the architects engage Luther Etieringer, the expert in decorative lighting, to carry out his conceptions. This will no doubt prove the fact."

Norman J. Colman, produce.

Norman J. Colman, president of the Mis-souri State Fair, has invited the St. Louis World's Fair Directors to visit Sedalia, the seat of the fair, on Wednesday, September 11. which has been set apart-as a "jubilee holiday" by the Mayor of Sedalia, Arrange-

ments are under way looking to the accept-ance of the invitation.

The Friede-Blanke Aerial Globe Company, has received from a St. Louis firm an or-der for the first 100 admission tickets to the

JAPAN, CHINA AND KORE ARE INTERESTED IN FAIR.

According to dispatches from Washington, some very encouraging assurances have been received by Commissioner Barrett from representatives of Japan, China and Korea, The Japanese Minister, Kogoro Takashira, The Japanese Minister, Rogoro Takanas, deiayed his departure to his summer home in Virginia in order to discuss World's Fair matters. He stated that so far as he could influence his Government everything would be done by it to participate in the Fair on a scale greater than it has ever before done. The Minister added that in the ten years the Minister added that in the ten years. The Minister added that in the ten years which have passed since the Columbian Exposition, both the United States and Japan have made such material progress as to call for exceptional exhibits, and that when the Japanese Diet meets his recommendation for an appropriation will be ready for presentation. In the meantinms he suggested that good educational work along this line can be done by the American Legation at Tokio.

The Commissioner also had a talk with Secretary Sin Teh Moo of the Korean Lega-

Secretary Sin Teh Moo of the Korean Lega-tion, the Minister being at Atlantic City. The secretary gave assurances that as soon as the proclamation and descriptive matter has been received from the State Department he will communicate with his Government, recommending ample appropriations

for exhibits.

The Chinese Minister, Mr. Wu, has bein St. Louis recently, and no doubt is felt that he will take personal interest in se-curing a good exhibit from China. Mr. Wu is now at Narragansett Pier, and has asked that Commissioner Barrett go there to dis-cuss the Exposition.

cuss the Exposition.

DIRECTORS MEET TO-DAY

AT THE NOONDAY CLUB.

The World's Fair Directory will meet this morning at 11 o'clock at the Noonday Club to issue a cail for the second payment on the subscriptions to World's Fair stock. It is likely that other interesting business will be transacted at that meeting. It is possible that the ground plans for the Fair, which have been ready for some four weeks, will be submitted to the Directors at that meeting for approval.

The change in the organization by which the Director General is eliminated will not come before that meeting because there has not been time to give the necessary seven days' notice of a change in the by-laws.

Stock Breeders Will Meet.

A meeting of the Stock Breeders Association has been called for this morning at the Lindell Hotel to consider plans for an exhibition of live stock at the World's Fair. Delegates will be present from the Southwest and West, and geveral are expected from Wyoming.

Dragged-Down Feeling

Nervousness, unrefreshing sleep, despot

It is time you were doing something.

The kidneys were anciently called the reins—in your case they are holding the reins and driving you into serious trouble. Hood's Sarsaparilla